

**AMENDMENTS TO THE CLAIMS:**

1. (Currently Amended) An exhaust gas purification device for an internal-combustion engine, said device comprising:

a particulate filter disposed in an exhaust system of the engine for trapping particulates contained in the exhaust gas;

timing determining means for determining a regeneration timing to remove the particulates trapped by the particulate filter;

intake air amount reducing means for reducing an intake air amount to be taken into the internal-combustion engine in response to the determination of the regeneration timing;

combustion maintaining means for maintaining combustion in the engine in a desired condition in response to reduction of the intake air amount; and

heating means for heating the particulate filter to regenerate the particulate filter;

wherein said device is configured to supply unburned fuel into the exhaust gas when a predetermined time elapses after the heating means started to be activated.

2. (Original) An exhaust gas purification device of claim 1, wherein said combustion maintaining means performs a feedback control to converge an air/fuel ratio in the exhaust system of the internal-combustion engine to a predetermined desired air/fuel ratio when the intake air amount is reduced by the intake air amount reducing means.

3. (Canceled)

4. (Canceled)

5. (Currently Amended) An electronic control unit for an internal-combustion engine having a particulate filter disposed in an exhaust system of the engine for trapping particulates contained in the exhaust gas, said electric control unit being programmed to:

determine a cleaning timing to remove the particulates trapped by the particulate filter;

reduce an intake air amount to be taken into the internal-combustion engine in response to the determination of the cleaning timing;

maintain combustion in the engine in a desired condition in response to the reduction of the intake air amount; and

heat the particulate filter to clean the particulate filter;

wherein said electronic control unit is programmed to supply unburned fuel into the exhaust gas when a predetermined time elapses after the particulate filter started heating.

6. (Original) The electronic control unit of claim 5, wherein said electric control unit is further programmed perform a feedback control to converge an air/fuel ratio in the exhaust system of the internal-combustion engine to a predetermined desired air/fuel ratio when the intake air amount is reduced by the intake air amount reducing

means.

7. (Canceled)

8. (Canceled)

9. (Currently Amended) A method for purifying an exhaust gas for an internal-combustion engine having a particulate filter disposed in an exhaust system of the engine for trapping particulates contained in the exhaust gas, comprising the step of:

determining a cleaning timing to remove the particulates trapped by the particulate filter;

reducing an intake air amount to be taken into the internal-combustion engine in response to the determination of the cleaning timing;

maintaining combustion in the engine in a desired condition in response to the reduction of the intake air amount; and

heating the particulate filter to clean the particulate filter;

wherein the unburned fuel is supplied to the exhaust gas when a predetermined time elapses after the particulate filter started heating.

10. (Original) A method of claim 9, further comprising the step of performing a feedback control to converge an air/fuel ratio in the exhaust system of the internal-combustion engine to a predetermined desired air/fuel ratio when the intake air amount is reduced by the intake air amount reducing means.

11. (Canceled)

12. (Canceled)